

the best interest of American security. A predicament in which a man of less character, less courage, less fortitude, and less grit might decide to look the other way—and let the chips fall where they may. But not Leroy Farr. Captain Farr simply did what was right.

I remember his wife, Barbara, telling me just how much he grieved for the future of Navy Lakehurst and the future of any pilot who might fly off an aircraft carrier without the support of the skilled workers and artisans at Navy Lakehurst.

I had the good fortune of sitting in on Captain Farr's many briefings when BRAC officials would come to the base to see for themselves what went on at Navy Lakehurst. It was in these skillful presentations that Captain Farr laid the ground work for the ultimate reversal of the close Lakehurst scenario. Captain Farr was informed, clear, concise, fair, direct, honest, sincere, and effective.

It has been my distinct honor and privilege to have worked with Captain Farr and I know I speak not only for myself but for all who support Navy Lakehurst and are dedicated to a strong, capable military defense when I say that we will sincerely miss him.

I wish nothing but the best for Captain Farr because he, his wife, Barbara, and his family are the best of the best.

TRIBUTE TO GREENWOOD COUNTY IN HONOR OF THEIR CENTEN- NIAL CELEBRATION

HON. LINDSEY O. GRAHAM

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. GRAHAM. Mr. Speaker, I rise today to congratulate Greenwood County, of the Third Congressional District in South Carolina, on their 100th anniversary. Founded in 1897, Greenwood County began when over 1,100 residents petitioned South Carolina Governor W.H. Ellerbe requesting a special election for the formation of a new county. Now, a hundred years later, over 59,000 Greenwood County citizens anxiously await their County's birthday to celebrate its proud past and bright future.

Through the years, the citizens of Greenwood County have had the foresight and vision to facilitate growth throughout the County. Now, Greenwood County is home to many thriving businesses, cutting-edge industries, and close-knit families who represent a wholesome all-American way of life. These outstanding citizens characterize their proud past and their overwhelming confidence in the future.

Greenwood County residents have become active participants in commemorating this special event. The month-long-celebration festivities include essays, exhibits, lectures, and old photos to be enjoyed by the young and old, native and transplant. In addition to various planned activities, a special song to commemorate the Greenwood County Centennial was written.

As a successful and eventful chapter closes in the history of Greenwood County, I send my best wishes for a flourishing and thriving future. It is an honor and privilege for me to represent Greenwood County and their interests in the U.S. House of Representatives. I look

forward to watching the growth and development of Greenwood County over the next 100 years.

SURFACE TRANSPORTATION SAFETY ACT OF 1997

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. DINGELL. Mr. Speaker, today the distinguished ranking member of the Committee on Transportation and Infrastructure, Mr. OBERSTAR, and I are introducing, at the request of the President, the Surface Transportation Safety Act of 1997. This legislation, which complements the national Economic Crossroads Transportation Efficiency Act of 1997, is designed to improve safety in a variety of transportation areas. In some cases, the provisions make important improvements in existing safety programs. In other cases, new approaches are taken. Other provisions make technical changes to reduce paperwork burdens on industries and Government. Introducing this bill by request, I do not necessarily endorse each provision, but I believe that this comprehensive bill is a serious effort to save lives in the transportation field. I would encourage the appropriate committees of the House to give these provisions the attention they deserve.

As is the case in any comprehensive bill, the provisions fall into a variety of committee jurisdictions. Various committees may wish to move certain sections or titles separately as they see fit to expedite consideration. As I briefly describe the provisions of the bill, I will also indicate the committees of jurisdiction for each provision, based upon consultations with the Office of the Parliamentarian.

As a second part of NEXTEA, the bill begins with title IX, which makes a number of amendments to our traffic safety laws. Perhaps the most important change is found in section 9001, dealing with primary safety belt use. The provision, within the jurisdiction of the Committee on Transportation and Infrastructure, would transfer certain highway funds to occupant protection programs in any State which failed to enact a law requiring the use of safety belts. The connection between traffic safety and seat belt use is clear and convincing. No other engineering feat can match the safety provided by seat belts. The Department of Transportation estimates that over 75,000 lives were saved by safety belts between 1982 and 1995.

A study by the National Highway Traffic Safety Administration in 1995 found that in States with a primary enforcement law, seat belt use increased by about 15 percent. This increase translates to a 5.9-percent decline in fatalities. For example, in California and Louisiana, States that recently upgraded their laws to provide for primary enforcement, safety belt use increased by 13 and 17 percentage points respectively.

Sections 9002 through 9005, within the jurisdiction of the Commerce Committee, would make a variety of minor changes to various auto safety laws. One of the provisions would allow an expansion of a program to allow manufacturers to seek waivers of various safety standards to adopt more innovative safety

approaches that would provide greater safety protection.

Section 9006, primarily within the jurisdiction of the Commerce Committee, with jurisdiction also in the Judiciary Committee, seeks to improve standardization in State titling requirements to alert consumers when they are buying severely damaged vehicles. Many damaged vehicles are rebuilt for sale, but they continue to pose a serious safety risk.

Title X of the bill would reauthorize hazardous materials programs within the jurisdiction of the Transportation and Infrastructure Committee.

Title XI of the bill, within the jurisdiction of the Committee on Transportation and Infrastructure and the Committee on Commerce, would upgrade programs to prevent excavator damage to underground utilities, such as natural gas pipelines. In the past decade, 98 people have lost their lives and 425 others were injured from accidents to pipelines caused by excavation. The bill would seek to reduce these accidents by enhancing one-call programs at the State level. One-call programs provide excavators a simple and effective way of avoiding pipelines.

Title XII, would clarify and reallocate responsibilities for ensuring food transportation safety among the Departments of Health and Human Services, Transportation and Agriculture. The provision, within the jurisdiction of the Committee on Commerce and the Committee on Transportation and Infrastructure, seeks to improve food safety by giving a primary role to the Department of Health and Human Services.

Title XIII, within the jurisdiction of the Judiciary Committee, would create criminal sanctions for violent attacks against railroads similar to the sanctions against attacks against airlines. Unfortunately, we have seen increased terrorist attacks against railroads, such as the attacks on Amtrak passenger trains near Santa Fe in 1996, near Hyder, AZ in 1995, near Opa-Locka, FL in 1993, and at Newport News, VA in 1992. The new provisions would make these intentional attacks on trains a Federal crime subject to penalties associated with attacks on airlines.

Title XIV, within the jurisdiction of the Committee on Transportation and Infrastructure, would amend certain rail and mass transportation programs to require certain safety considerations to be made in grants.

In summary, Mr. Speaker, this bill represents a comprehensive approach to transportation safety that will undoubtedly save many lives and prevent tragic injuries. The provisions deserve careful consideration by this Congress.

CHARLTON, NY, FIRE DEPART- MENT NO. 1 CELEBRATES 75TH ANNIVERSARY

HON. GERALD B.H. SOLOMON

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. SOLOMON. Mr. Speaker, I have always been partial to the charm and character of small towns and small town people. That's why I travel home to my congressional district every weekend, to see the picturesque towns and scenery that marks the 22d District of